

**III. AMENDMENTS TO THE CLAIMS**

B1  
1. (CURRENTLY AMENDED) A pneumatic tire provided with a plurality of main grooves extended in a tire circumferential direction on a tread surface, wherein, with regard to a main groove having a groove width widened during inflation among said plurality of main grooves and including a U-shaped main groove portion and a narrow groove portion, a groove wall near a shoulder is inclined outward in a tire width direction toward a groove bottom, a generally trapezoidally-shaped thin rib protruding protrudes from the groove bottom along the groove wall near the shoulder ~~is provided and has a first slanted wall inclined outward that extends in cross-section parallel with the groove wall near the shoulder to form the narrow groove portion therebetween and a second slanted wall inclined inward in the tire width direction~~, and a groove wall near the center is inclined outward in the tire width direction toward the groove bottom, ~~thereby said main groove having the groove width widened during inflation extends along a single narrow groove formed between the groove wall near the shoulder and the thin rib and forms the generally U-shaped main groove portion with the second slanted wall of the generally trapezoidally-shaped thin rib.~~

2. (CANCELED)

3. (ORIGINAL) The pneumatic tire according to claim 1, wherein a height of said thin rib is made equal to or lower than said tread surface, and a height difference between a top face of said thin rib and said tread surface is set in a range of 0 to 4 mm.

4. (CURRENTLY AMENDED) The pneumatic tire according the claim 1, ~~wherein a space~~ the narrow groove portion between said thin rib and said groove wall near the shoulder is set to 4 mm or smaller.

5. (ORIGINAL) The pneumatic tire according to any one of claims 1 to 4, wherein said main groove having the groove width widened during the inflation is a straight groove.